

The Rockwood Review.

GRANDFATHER'S CORNER.

KINGSTON EIGHTY YEARS AGO.

(CONTINUED.)

After the launch, the Frontenac was towed to Kingston, and on May 23rd, 1817, left Kirby's Wharf for the Dock at Point Frederick, where a suction pipe was to be put in her. Through some unexplained accident, one of her wheels was considerably damaged, "notwithstanding which, however, she moved with majestic grandeur against a strong head wind." On the 30th of May, she left Kingston Harbor for the purpose of taking in wood at the Bay of Quinte. "A fresh breeze was blowing into the harbor, against which she proceeded swiftly and steadily, to the admiration of a great number of spectators." In an advertisement dated 20th June, we learn that the Frontenac, "having completed her second trip across Lake Ontario, will in future leave the ports named, as follows: Kingston for York, on Sunday, 22nd June; York for Queenston on Tuesday 24th; Queenston for York on Thursday, and York for Kingston, on Friday 27th." Her further trips were to be made in similar fashion, the days of departure being changed from time to time. The rates of passage were quoted in Halifax currency, but for convenience may be stated in dollars. From Kingston to Ernestown the fare was \$2; to Newcastle \$7; to York and Niagara \$12; from Kingston to Prescott \$6; from Kingston to Burlington \$14; from Prescott to York and Niagara \$16; and to Burlington and Hamilton \$18. From York to Niagara there was a charge of \$1. Children under three years were charged half price; above three and under ten, two thirds. Passengers were allowed 60 lbs. baggage, and gentlemen's servants were not allowed to eat or sleep in the cabin. "Steerage passengers will pay 15s. (\$3), and may either bring their own provi-

sions or be furnished by the Steward. Freight will be carried at customary rates, and for parcels gold must be paid on delivery." The charges were not heavy when the comforts are considered, and as the bulk of travellers were doubtless officials, the rates would not be regarded as burdensome. The enterprise was so successful that, ere the close of 1817, machinery arrived from England to be used in a second steamboat then under construction at Ernestown, and which was intended to ply upon the Bay of Quinte and the River St. Lawrence. In March, 1818, appeared an advertisement which declared that it would soon commence running on Bay and River between Prescott and the Carrying Place at the head of the Bay. This boat was launched on April 22nd, and was named the "Charlotte." Most of her machinery was on board, and she was soon fitted and placed upon the route for which she was specially built. Said the editor, in noticing the new boat, which was towed to Kingston to be completed: "In the opinion of good judges, the construction of this elegant Boat does honor to the master builder, Mr. Henry Gildersleeve, who was an assistant builder of the Frontenac." On Sunday, April 19th, 1818, the Frontenac resumed her trips on Lake Ontario, to York and Niagara, and her season was a prosperous one. Local items were not a strong feature in the newspapers of those days, but amongst them was one of May 19th which told how "we received yesterday, by the Steamboat, Niagara newspapers up to the 14th inst.; and among the passengers of the steamboat Frontenac yesterday was Chief Justice Powell and Robert Gourlay." And how "the Stage between Prescott and Kingston is discontinued." And the writer adds that this "would be the more to be regretted had not the new Steamboat Charlotte now commenced running up and down the River;